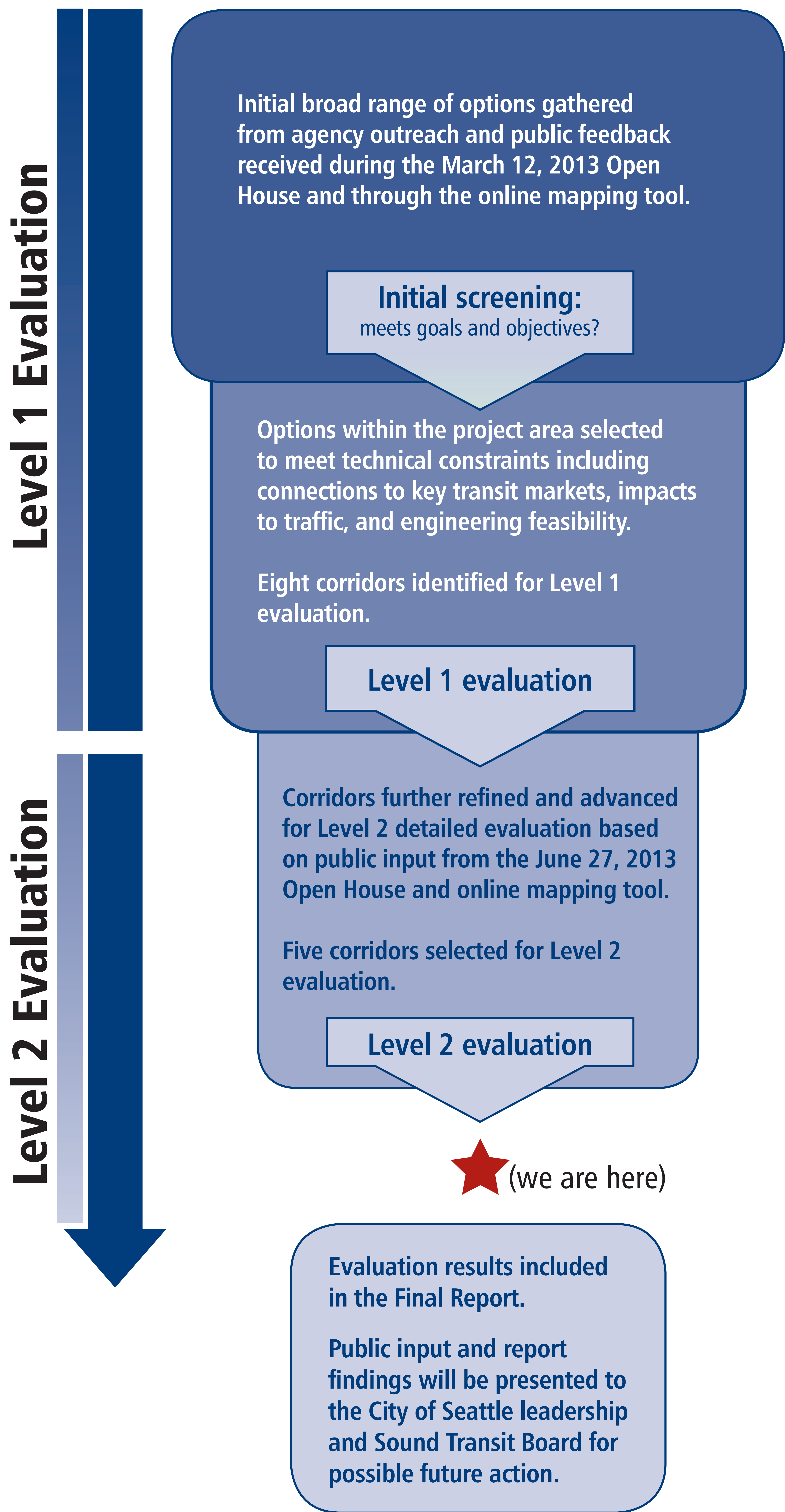


SCREENING PROCESS AND CRITERIA

BALLARD TO DOWNTOWN SEATTLE TRANSIT EXPANSION STUDY



PUBLIC FEEDBACK THROUGHOUT THE STUDY

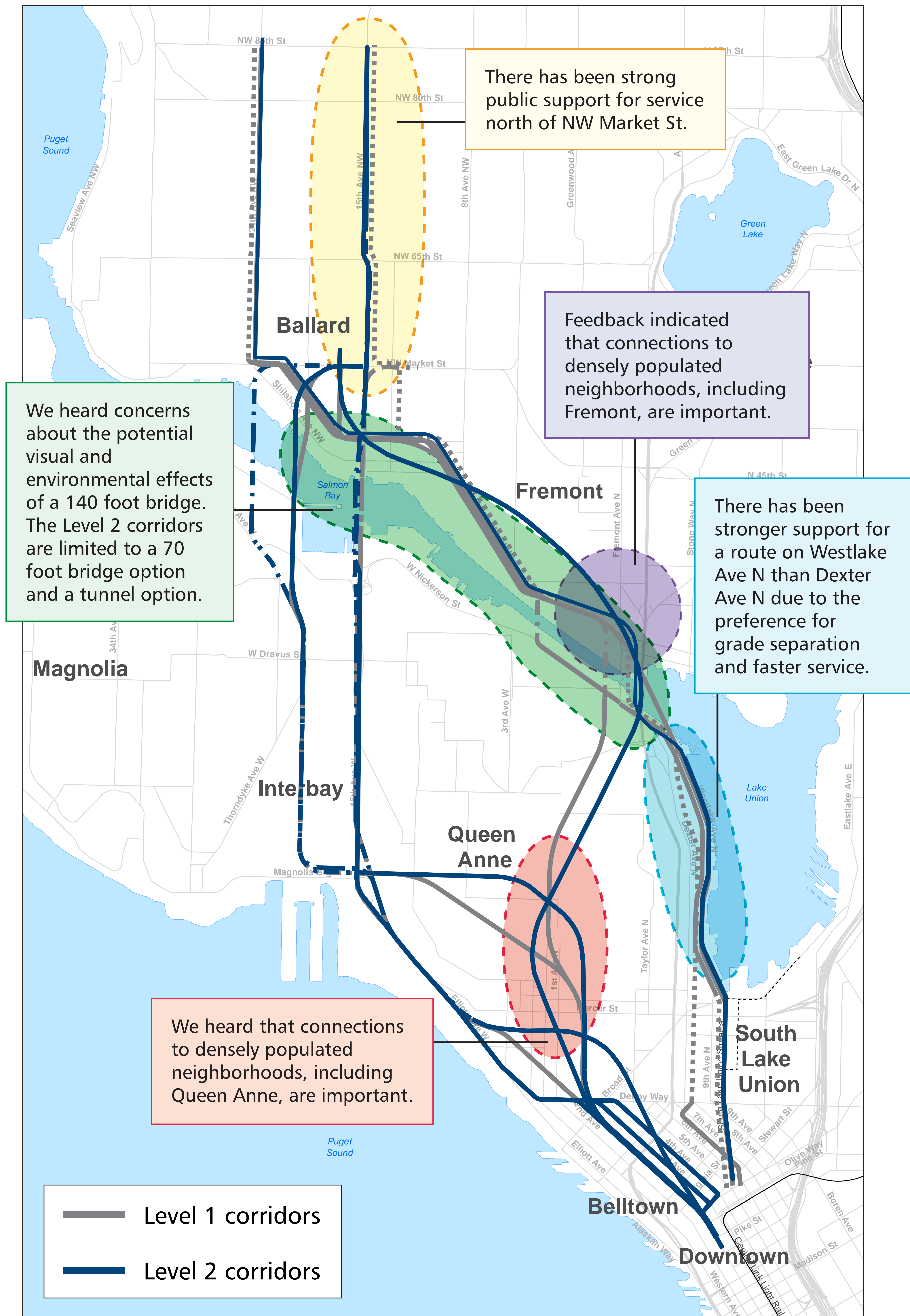
BALLARD TO DOWNTOWN SEATTLE TRANSIT EXPANSION STUDY

Public input received from the March and June open houses and online engagement tools helped shape how tonight's five corridors were selected for Level 2 analysis.

General Feedback

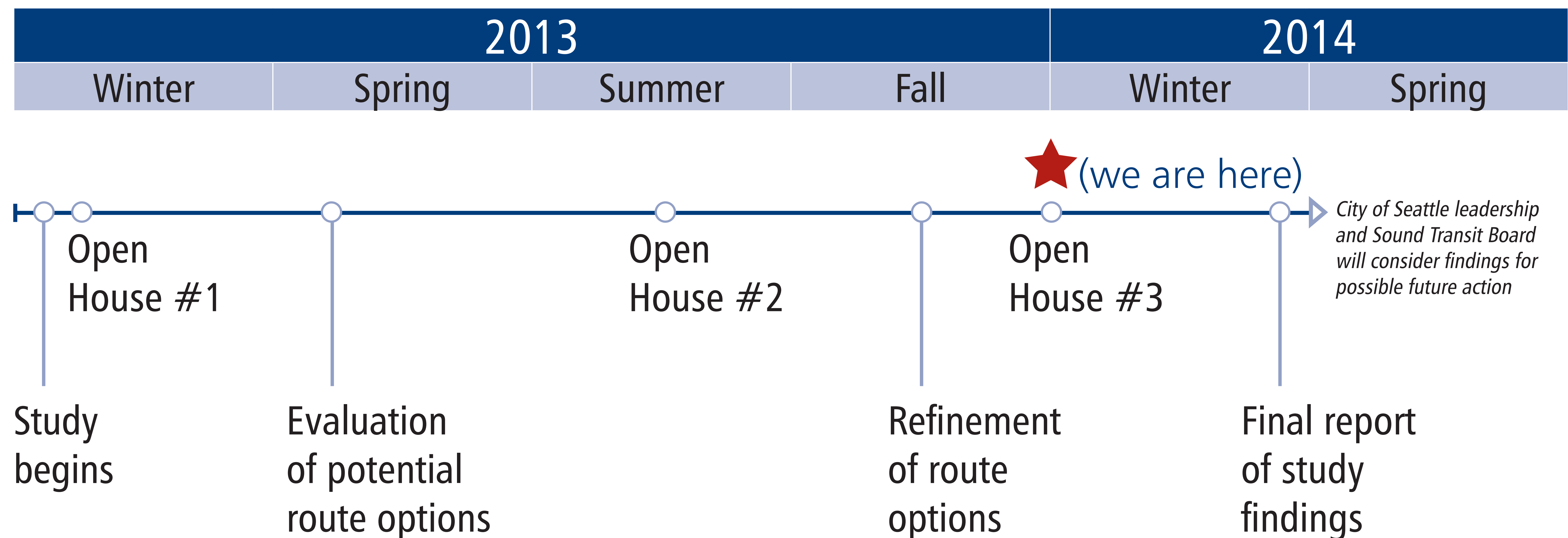
We heard efficient and reliable service that is ideally fully grade-separated is a major priority. We included many corridors with high levels of exclusive right-of-way, including a full tunnel option.

Specific Feedback by Geographic Area



STUDY TIMELINE AND PROCESS

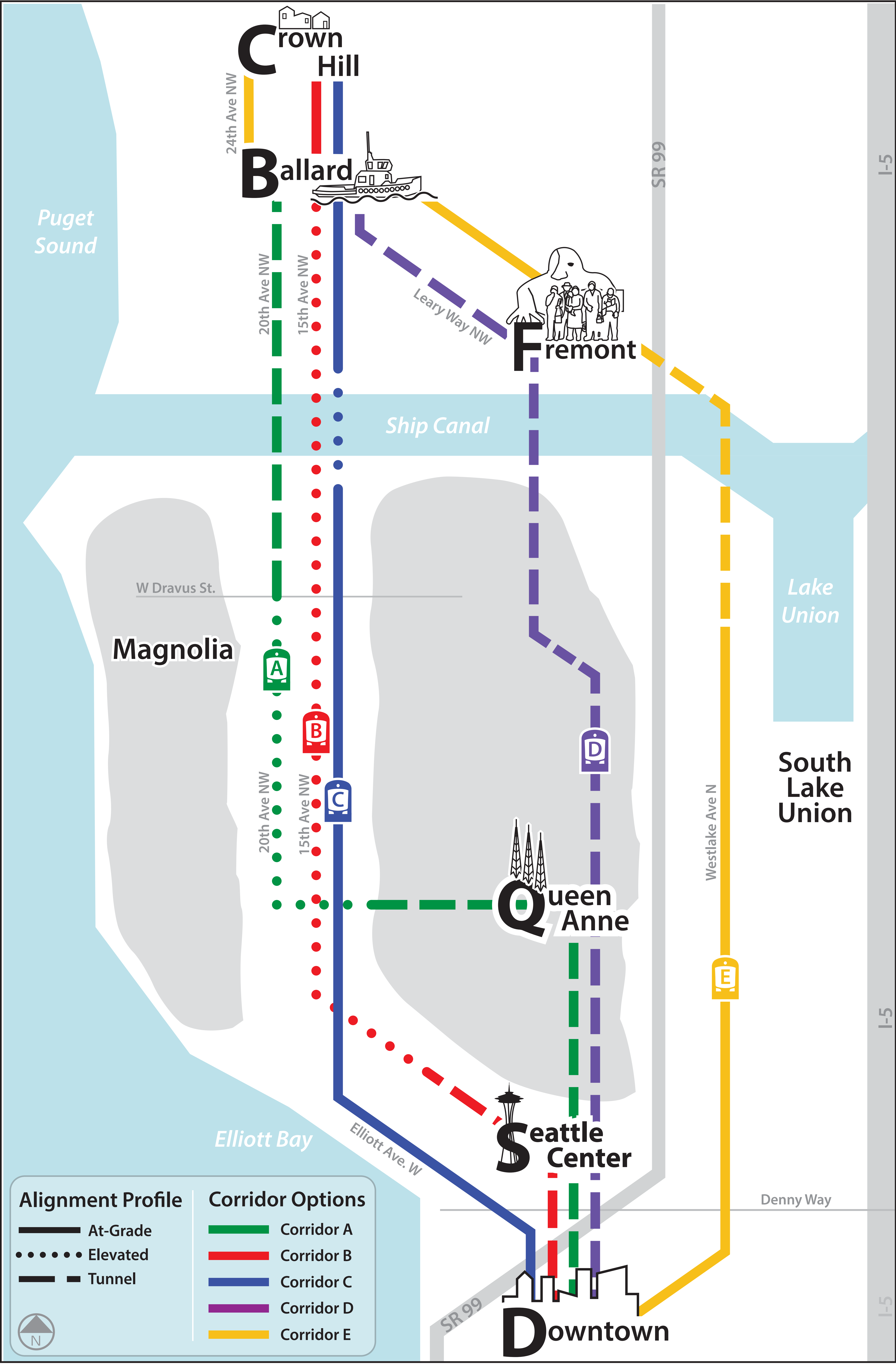
BALLARD TO DOWNTOWN SEATTLE TRANSIT EXPANSION STUDY



*Schedule is subject to change

LEVEL 2 CORRIDORS

BALLARD TO DOWNTOWN SEATTLE TRANSIT EXPANSION STUDY



BALLARD TO DOWNTOWN SEATTLE TRANSIT EXPANSION STUDY



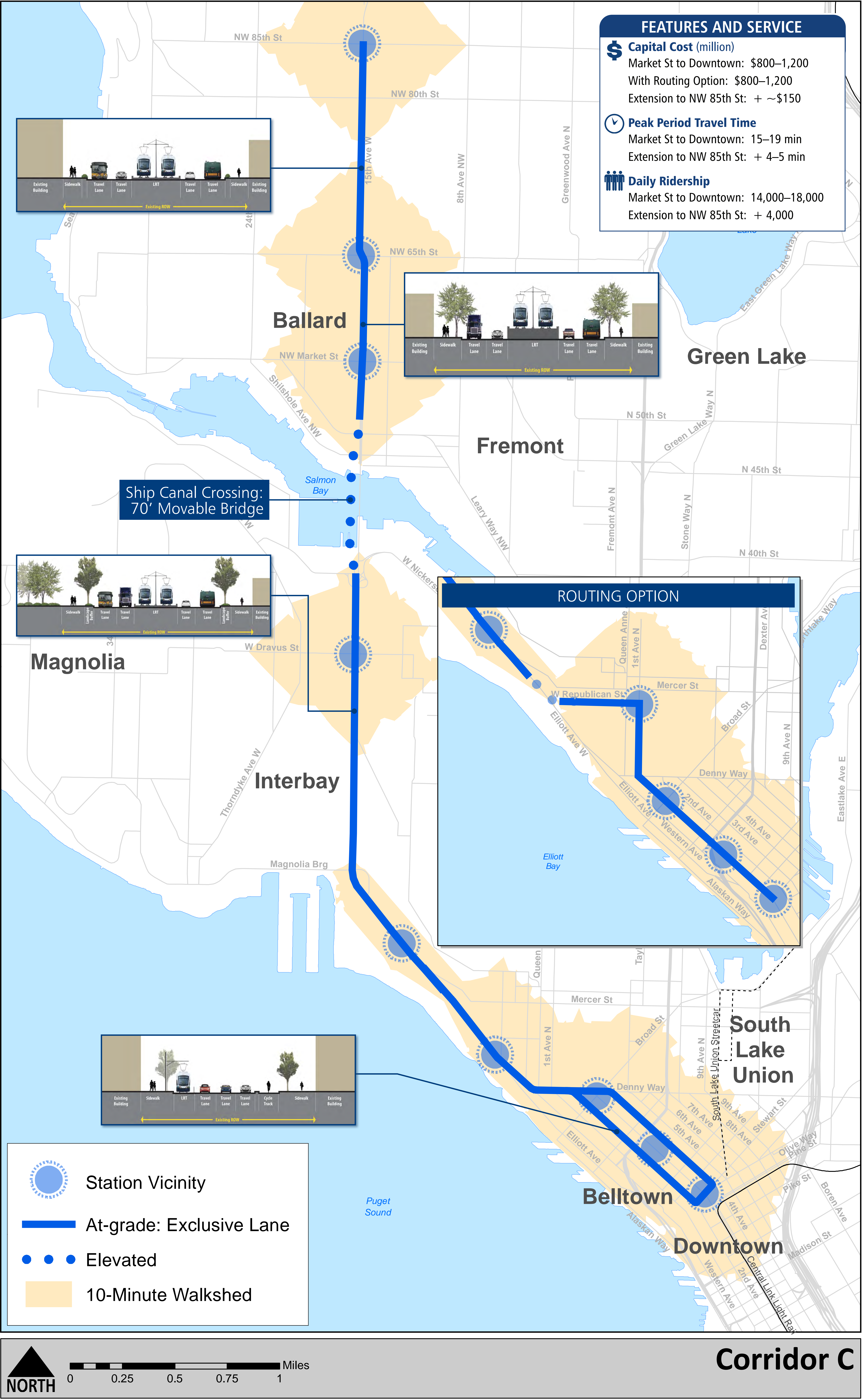
CORRIDOR B: 15TH AVENUE/ELEVATED

BALLARD TO DOWNTOWN SEATTLE TRANSIT EXPANSION STUDY



CORRIDOR C: 15TH AVENUE/AT-GRADE

BALLARD TO DOWNTOWN SEATTLE TRANSIT EXPANSION STUDY



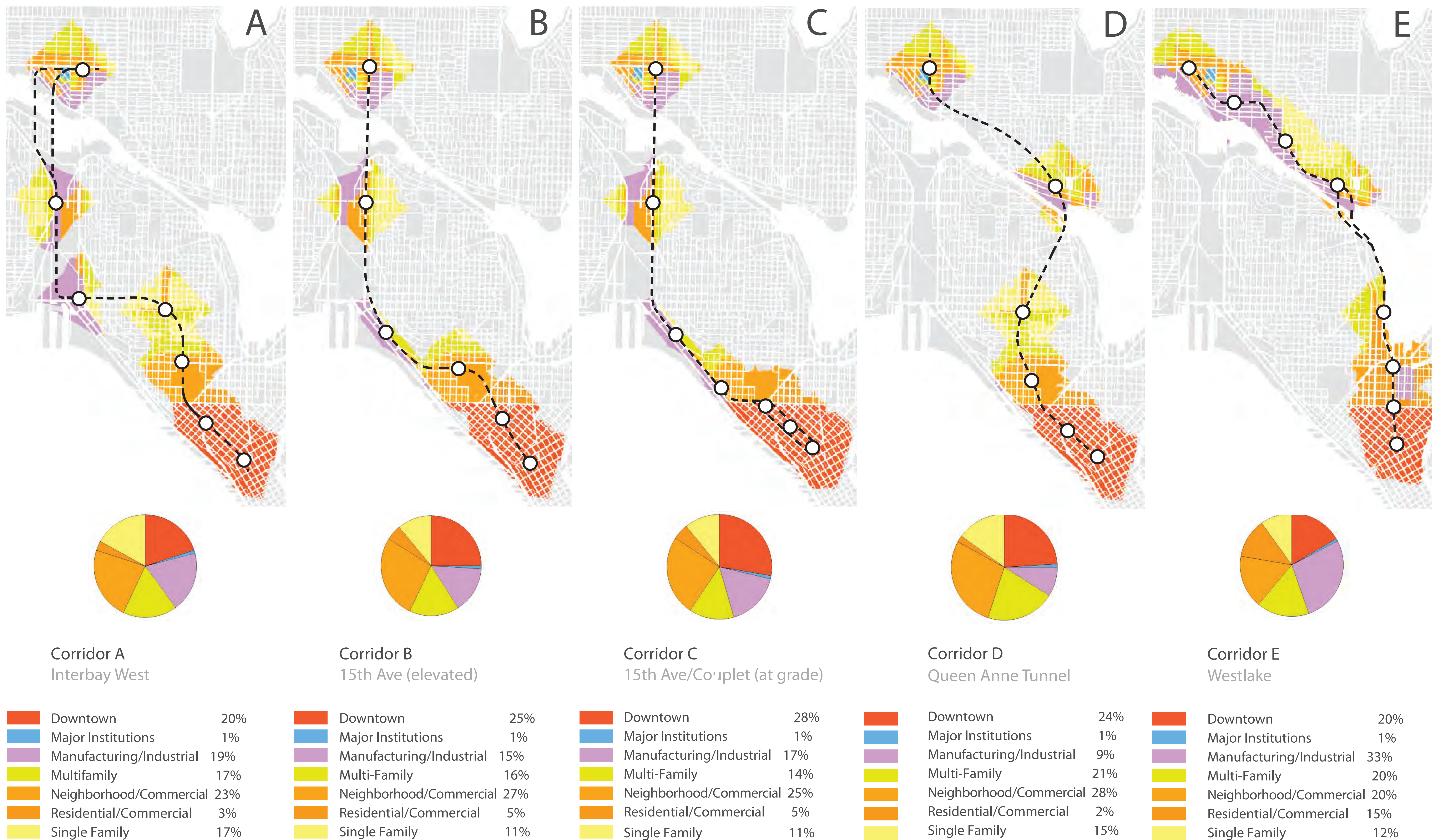
CORRIDOR D: QUEEN ANNE TUNNEL

BALLARD TO DOWNTOWN SEATTLE TRANSIT EXPANSION STUDY



CURRENT ZONING MIX—DOWNTOWN SEATTLE TO MARKET STREET

BALLARD TO DOWNTOWN SEATTLE TRANSIT EXPANSION STUDY












City of Seattle GIS data, 2009

Zoning shown for areas within 10-minute walk of potential station areas

LEVEL 2 CORRIDOR EVALUATION RESULTS

BALLARD TO DOWNTOWN SEATTLE TRANSIT EXPANSION STUDY

		CORRIDOR							
		A		B	C		D	E	
		Interbay West		15th Avenue/ Elevated	15th Avenue/At-grade		Queen Anne Tunnel	Westlake	
		Tunnel Crossing Option	70' Bridge Crossing Option		2nd/4th Ave Routing Option	1st Ave Routing Option		Tunnel Crossing Option	70' Bridge Crossing Option
	Ridership	<div><div></div><div></div><div></div></div>		<div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div></div>		<div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div></div>	
	Reliability	<div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div></div>		<div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div></div>
	Travel Time Improvement	<div><div></div><div></div><div></div></div>		<div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div></div>		<div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div></div>	
	Disruption to Other Modes	<div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div></div>		<div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div></div>
	Station Area Development Potential	<div><div></div><div></div><div></div></div>		<div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div></div>		<div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div></div>	
	Cost	<div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div></div>		<div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div></div>
	Cost Effectiveness	<div><div></div><div></div><div></div></div>		<div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div></div>	
	Complexity (Risk/Construction Challenges)	<div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div></div>		<div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div></div>
	Environmental Effects	<div><div></div><div></div><div></div></div>		<div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div></div>		<div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div></div>	

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Lower Performing → Higher Performing

December 5, 2013